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Interurban Railways
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Interurban Railways
of
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INDIANA
by
ROY M BATES

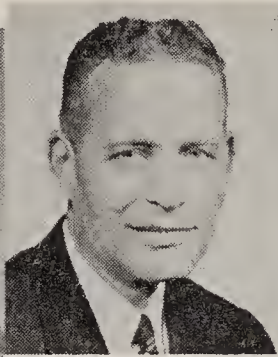
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1958

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Walter Dreyer



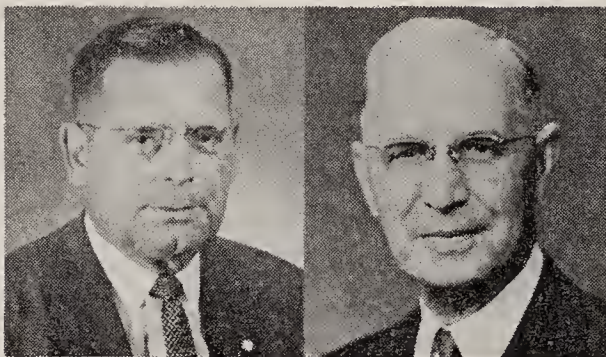
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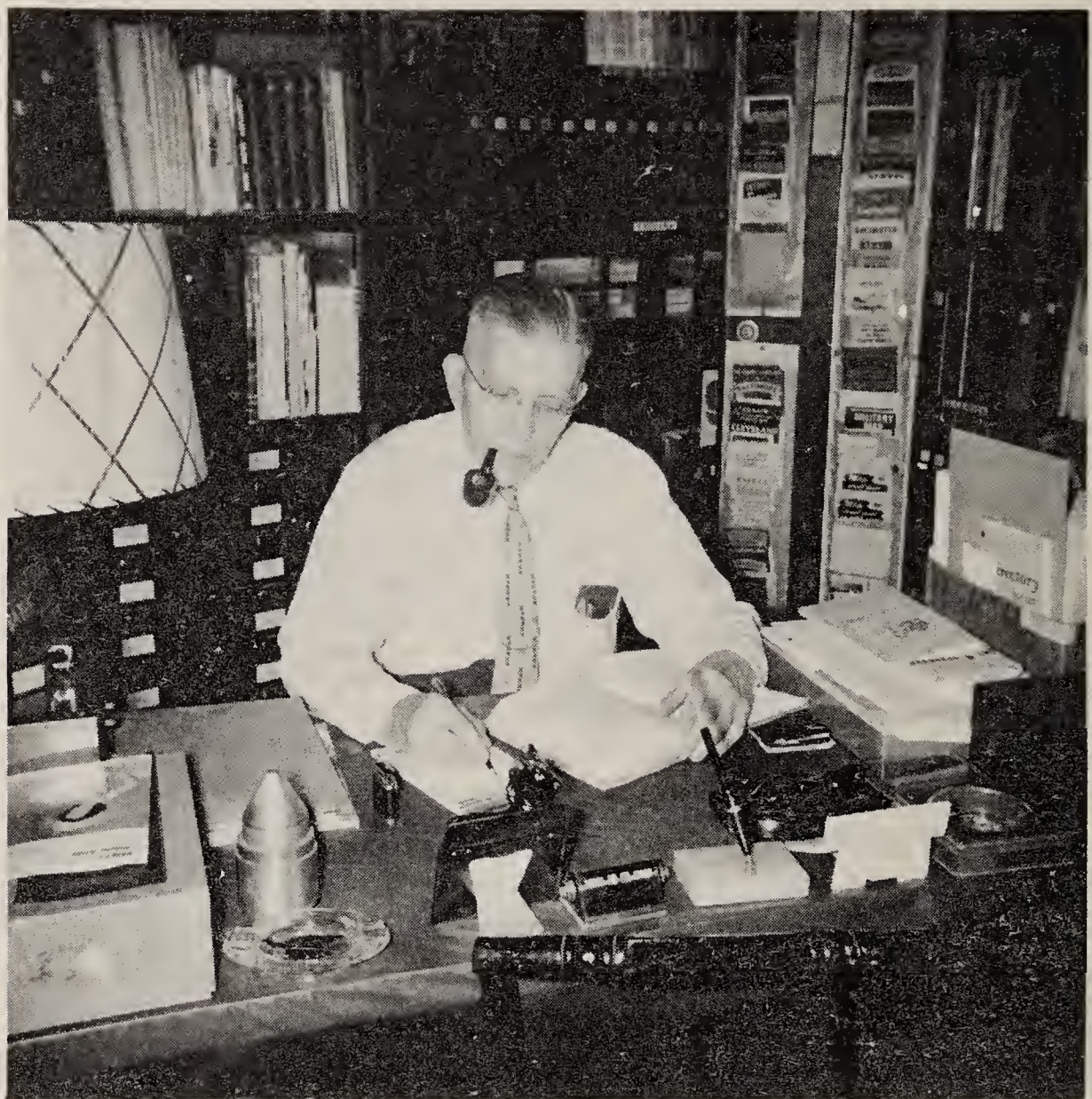


Mrs. Charles Reynolds

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While gathering and correlating the facts for this publication, we were blessed with assistance from many people interested in this subject. We were most grateful. Foremost was the loan of Mr. Sidney Pepe's library of interurban material, the most extensive found in the area. Without this material we would have been greatly handicapped. We were indebted to Mr. E. A. Luhman of the Indiana and Michigan Electric Company, who spent forty-four years in interurban service; and to Mr. Donald H. Walker, President of the Fort Wayne Transit Incorporated, for their assistance in checking and verifying our data. Aiding us in many ways were Mr. Albert Diserens of the Fort Wayne Public Library; Mr. Freeman Bastress, Salesman; Mr. Otto Adams, Treasurer of the Zollner Corporation, for many years associated with the Electric Railways Industry; Mr. Howard Mauk of the O. I. M. Transit Corporation; Mr. Leo Dunifon of Fort Wayne Transit Incorporated; Mr. Winifred J. Randall, of the Randall Hotel; Mr. Otto Greener, of the Greener Insurance Agency; Mr. Creighton H. Williams, Attorney; Mrs. Mildred E. Henrichs, of Radio Station W. O. W. O.; and Mrs. Henrich's father, Mr. Herman Bahde, also a veteran of the Electric Railway Industry. Mrs. Euda Bates, wife of the author, correlated facts, typed, and retyped the material.



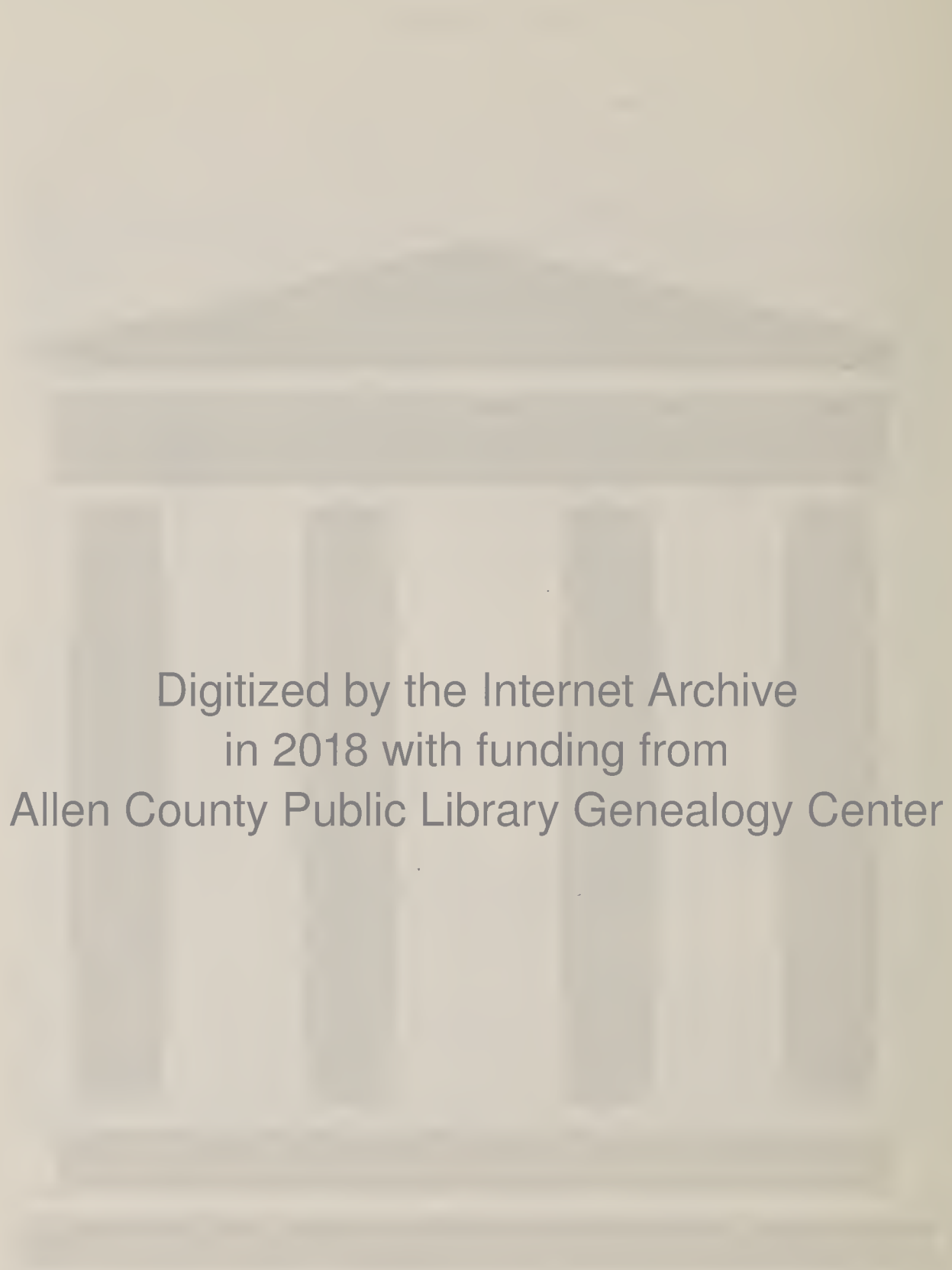
ROY M. BATES

Having a lifetime interest in history, Roy M. Bates has voluminous files containing records of Indiana's various means of transportation. From his files he has prepared this material for publication. Mr. Bates's library contains a section of over four hundred volumes he compiled dealing with the area of the Northwest Territory. An active member of the Allen County-Fort Wayne Historical Society for many years, Mr. Bates serves on the Board of Directors and conducts the "Batesway" tours. He is the author of such Historical Society publications as: Ghost Towns and Paper Towns of Allen County; Water Powered Mills of Allen County; History of St. Joseph Township, Allen County; and Robison Park.

County and city historian, Roy Bates was born in Fort Wayne on March 24, 1895. He is the son of Henry L. and Georgia Monroe Bates. His mother, a direct descendant of President Monroe, makes her home with Roy's family. His father was co-owner of the Bates and Carr Monument Company formerly located at Broadway and Washington Boulevard. An alumnus of the Bloomingdale School, Roy much later met and married Miss Euda Ramsey. They are the parents of two daughters, Martha, (Mrs. Denver Davis) and Joan (Mrs. Donald Goette) and a son, Newton R. Bates.

Although presently employed as Office Manager of the McComb Ignition Corporation Roy has held the following positions: Production Manager of the Dudlo Manufacturing Company; on the War Production Board in Detroit; assistant to the production manager at Graham Paige Motors; a member of the Production Planning Staff of the Kaiser-Frazer Corporation; and others. His activities include years of scout work.

He is a member of the following historical societies: the Marine Historical Society of which he was the founder, the Wolverine Railroad Society of which he was the founder, the Aboriginal Research Club, the Detroit Historical Society, the Historical Society of the State of Michigan, the Algonquin Club of Detroit-Windsor, the Associated Historical Societies of the Upper Wabash, and the Fort Wayne Area Railfans Club.



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<https://archive.org/details/interurbanrailwa00bate>

A MEMORABLE PERIOD IN TRANSPORTATION

The Interurban was the shortest lived mode of transportation that man devised. It was born in the early nineties. It began a feverish expansion in the early part of the present century, reached its zenith between 1914-20, and passed completely from the scene in the early forties. Many people--living today--witnessed this experiment from beginning to conclusion.

During the heyday of this great electric railway system, more than 18,000 miles of track were in operation in our country. This would be the equivalent of six parallel tracks laid from New York to San Francisco. The greatest concentration of these railways was here in the midwest: Indiana, Ohio, Michigan, and Illinois. Then following in this order came: Pennsylvania, New York, California, Massachusetts, and Texas. Indiana was in the lead with 2,000 miles of trackage or about one-ninth of the total in operation.

The far-west can lay claim to what was probably the first true Interurban Electric Line. In February, 1893, an 18-mile line began service between Portland and Oregon City, Oregon. Closely following this venture several short lines began operation in the midwest. A 20-mile line started between Sandusky, Milan, and Norwalk, in Ohio. Service began on the Akron, Bedford, and Cleveland line, better known as the A. B. C. Line in 1895.

From these humble beginnings, an accelerated expansion program began unparalleled in the history of transportation. By 1915 it reached excitable proportions. Thousands of people withdrew their savings to get onto the gravy train. Many carried an interurban prospectus outlining a pet project that promised great financial return. Some of these ventures hired smooth-talking stocksalesmen who looked the very picture of prosperity. In many instances, before rail was laid, or at the time of the lines initial run, bankruptcies occurred and receiverships followed. This pattern seemed to be inevitable. No line escaped reorganization one

time after another.

Somehow the lines continued operating with improvement in service. At first the equipment was of wooden construction but steel cars made their appearance about 1910. The more prosperous lines put on parlor cars, buffet cars, and lounge cars--some with porter service. A few lines, such as the Indianapolis-Louisville line and the Peoria-St. Louis line, operated Interurban sleepers, with service equivalent to Pullman's.

Electric railway officials had their private cars that were the ultimate in luxury. Mr. Henry E. Huntington, President of the Pacific Electric Railway, built the "Alabama" in 1905. She was 63 ft. long, weighed 51 tons, and could be locomotive drawn like other private cars. When she reached home tracks, motorgears were connected, trolley raised, and four 200 H. P. motors could take her at speeds above 90 miles per hour. She had a dining room that could accommodate ten guests. Her carved mahogany furniture, silken drapes, and wood-burning fireplace made traveling de luxe. Later the "Alabama" wound up in regular service on the Sacramento Northern Railway.

The most ambitious of all Interurban dreams was reached in the proposed Chicago-New York airline railroad. This was to be a high-speed, double-track line running 750 miles between the cities. The distance was much shorter than the steamlines operating in this service. There were to be no curves that could not be taken at 90 miles per hour, nor any grade greater than 1/2 of 1 per cent. Electric locomotives were to pull luxurious trains between the cities in ten hours. The Pennsylvania mountains were to be tunnelled and the valleys filled; truly a breath-taking piece of engineering and construction. Tracks were laid out of Chicago to La Porte, Indiana by 1913. Then a huge fill (180 ft. wide at the bottom and two miles long) put an end to this dream. The airline and construction officials were substantial citizens but the amount of money needed to pay for such a fill was not available.

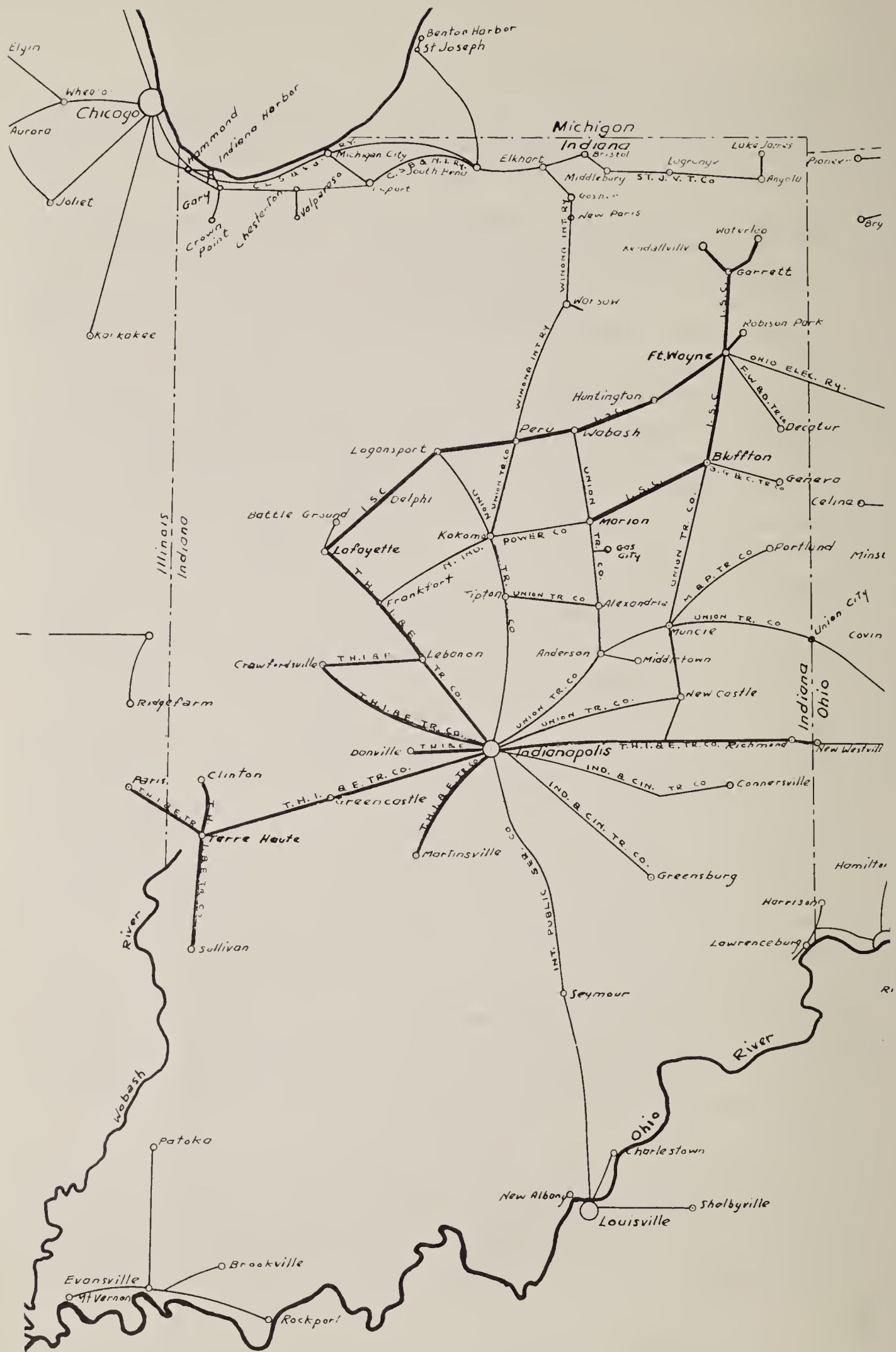
In the thirties with the country rocked by an economic depression, the interurban lines were abandoned as fast as they had appeared. Many reasons were given for the rapid abandonment and final demise. The greatest contributing factors were: the hastened development of state highway systems with Federal grants for hard surfacing, and a gasoline tax that was specifically

earmarked for highway improvement. With these improved highway facilities available to the public, it was only natural that the use of private automobiles should increase rapidly from year to year.

Today sixty-five million motor vehicles are operated on the streets and highways of our country. This is double the number used in the early forties when the interurbans gave up. It is estimated that by 1975 over a hundred million will compete for driving space. The railroad passenger business may be a thing of the past.

Credit for coining the word "Interurban" goes to a Hoosier, Charles L. Henry. He was a lawyer and an Indiana congressman (Old 8th District). Early in life he became interested in electric railway transportation. He first used the word while furthering his ideas at the Chicago World's Fair of 1893. The name stuck and is still used to describe electrically driven motorcars that operate on steel rails between cities. Mr. Henry became active in furthering the cause of interurbans in Indiana, in fact, so much so, that he was referred to as the "Father of Electric Interurban Travel." He devoted his life to this industry.

Only four operating electric lines remain in the United States: the Northshore line, between Chicago and Milwaukee; the Chicago, Southshore and South Bend Railway, between Chicago and South Bend, Indiana; the Metropolitan Coach lines, successors to the Pacific Electric Railway operating in the Los Angeles area; and the Philadelphia Suburban Transportation Company, operating from Philadelphia to Norristown, Pennsylvania. Canada has three remaining lines: the London and Port Stanley line, operating between London and St. Thomas, Ontario; the Niagara, St. Catherine's and Toronto line, operating between Thorold and St. Catherine's, Ontario; and the Quebec Railway Power and Light Company, from Quebec to St. Joachim, Quebec. All United States lines except the Chicago, Southshore and South Bend Railway have now petitioned for abandonment of service.



INDIANA EMPIRE STATE OF THE INTERURBAN

A narrative of Ft. Wayne and Allen County Interurban activities would fail in its intent, if the account were not tied in with the Electric Railways in the remainder of the State. They were inseparably linked into the greatest network in the country. A line drawn from Greencastle northward to the Michigan-Indiana boundary and one from Greencastle eastward to the Ohio-Indiana boundary showed a segment of Indiana thickly interlaced by miles of trackage.

Twelve major lines centered in Indianapolis. Each line ran an average of 15 cars per day arriving and departing from the city. This meant 30 scheduled runs each, or almost 360 per day. The figure was very conservative. There were accounts which claimed 520 scheduled runs per day, but possibly that figure was high. However, in the period of the Interurbans greatest usefulness (1910 to 1920) an average of 400 trains arrived and departed daily. If those trains average 35 fares on each run, that would mean a movement of 14,000 people. Indianapolis was designated the Interurban capitol of the world. A terminal of sufficient size to accommodate this continuous flow of humanity was needed.

Mr. Hugh J. McGowan, president of the Indianapolis street railways, fathered the idea of a terminal. On August 4, 1902, he incorporated the Indianapolis Traction and Terminal Company. An agreement was reached whereby the interurbans were to use certain streets and the street railways would supply the necessary power.

The terminal, constructed at a cost of over a million dollars, was dedicated September 12, 1904. Nine stories high it was 164 ft. by 68 ft. It housed many electric railway company offices and was one of the early modern office buildings of the city. It was situated on West Market Street, one block from the circle and one-half block from the Indiana State capitol building. The 9-track train shed was steel framed and fitted with a huge skylight to brighten it by day and 15 arclamps for night illumination.

The Indianapolis terminal became the busiest place in the Hoosier capitol. The waiting-rooms were jammed every hour of the day and night. Commuters swelled the crowds at rush hours. The great 9-track train shed accommodated upward of 30 cars at

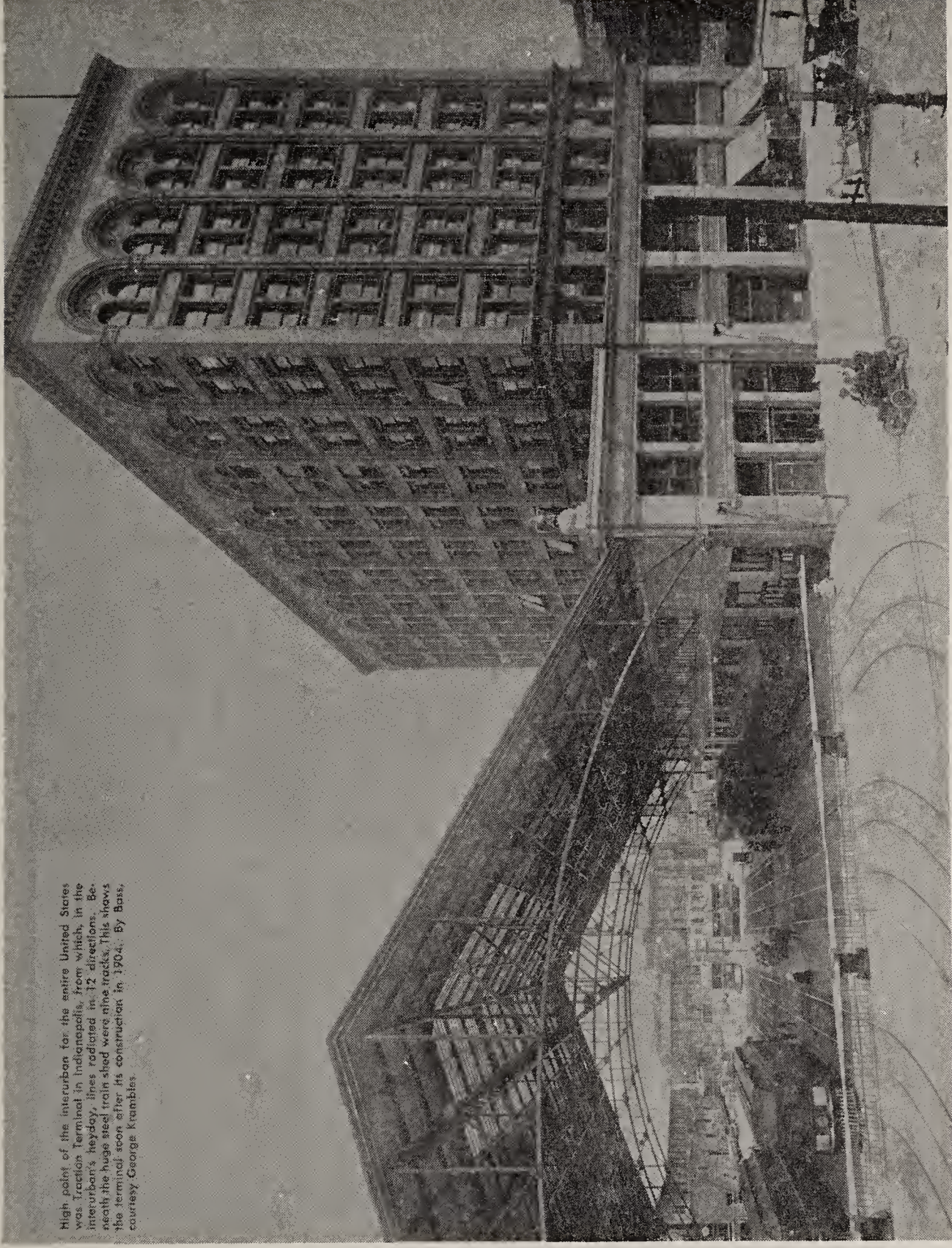
a time. It was an interesting sight to see the continuous stream of local and limited cars arriving from and departing to all parts of the Hoosier domain. Many of these trains were as personalized as the streamlined trains of today. In 1900, 377,700 Interurban passengers came to Indianapolis; in 1902 it was 1,523,000. The Indianapolis merchants were delighted as the figures went to 3,274,000 in 1904. The total zoomed to 5,032,000 in 1907 and the peak of 7,000,000 was reached in 1914. This later figure was equal to more than twice the population of Indiana at that time.

To accommodate the steadily increasing interurban freight business, the Indianapolis Traction and Terminal Company added three freight sheds to its passenger station. Eventually it supplemented this with a huge freight terminal in the Indianapolis wholesale district, with an outlay of fifteen tracks and a 1,000 ft. freight shed. There were 84 freights leaving daily in 1914. The interurban people advertised that they could make freight deliveries anywhere within 75 miles on the same day the goods were ordered. The electric freight trains finally got to be so long and numerous that they were shifted, as much as possible, to nighttime schedules. Citizens objected to long freight trains rolling down the principal streets in daylight hours.

Steam railways naturally fought this young rival. The electric people formed the Central Electric Railway Association. They standardized equipment, co-ordinated schedules and service, and used the same arguments that the steam roads had used several decades before. They cited small towns served by interurbans and showed that they were booming. Small town merchants had prospered. They marshalled statistics on local traffic. The electric cars broke down insular provincialism. The frequent service was found most convenient for the commercial traveler required to make calls in many of the cities and towns of the Central States. However, a dozen or more companies operated the many lines. Planning a tour of any extent was a major problem and required a pocketful of timetables. To simplify this matter, the roads of Indiana, Ohio, Kentucky, and Michigan banded together through their association and issued a monthly, joint timetable.

Hoosiers sadly reminisce about the interurbans. In the heyday of the electric lines, every community of any size in the state was linked into a state wide grid. Long freight trains bowled

High point of the interurban for the entire United States was Traction Terminal in Indianapolis, from which, in the interurban's heyday, lines radiated in 12 directions. Beneath the huge steel train shed were nine tracks. This shows the terminal soon after its construction in 1904. By Bass, courtesy George Krambles.



Traction Terminal at Indianapolis

along the tracks. By 1910, traction lines were so numerous and schedules so convenient, that several cities enjoyed a choice of routes to the capitol. Direct service over two lines was possible between the capitol and Fort Wayne, Muncie, New Castle and Crawfordsville. Residents of Wabash, Marion, Bluffton, and numerous other cities, by using convenient connections, chose their routes over the net work of electric railways that stretched their slender steel-fingers over the state.

Two limited trains, often of several cars, ran each way daily on the 130 mile trip to Goshen. Ten limited trains ran each way daily on the 125 mile route from Indianapolis to Ft. Wayne. There were six limited trains each way daily on the 117 miles from Indianapolis to Louisville. There were six limited trains each way daily on the 110 mile trip eastward to Dayton, Ohio.

People considered these trains streamlined in their day. They offered de luxe service. They did not stop at local stations or crossroad milk platforms. Only express was handled on these trains. Some offered Buffet-Parlor service; meals could be obtained at convenient hours. One line carried sleeping-cars. Many Hoosiers who used the limiteds remember these famous trains: the "Dixie Flyer," running from Indianapolis to Louisville and returning as the "Hoosier Flyer"; and the "Buckeye Special," Indianapolis to Dayton, returning as the "Hoosier Special." Others out of Indianapolis were: the "Muncie Meteor" and "Muncie Flyer," to Muncie; "Marion Flyer," to Marion; the "Hoosierland" and "Wabash Valley Flyer," to Ft. Wayne; the "Highlander," to Terre Haute; the "Tecumseh Arrow," to Lafayette; the "Logansport Limited," to Logansport; the "Kokomo Traveler," to Kokomo; the "Winona Flyer," to Goshen; and the "Ben Hur Special," to Crawfordsville.

The first interurban line in Indiana opened in 1892 between Indianapolis and suburban Broadripple--a run of about eight miles. Dr. R. C. Light founded the line, which was later a part of the Indianapolis Railway system. Whether this could be considered a true interurban line was questionable. However, on January 1, 1900, the Indianapolis, Columbus and Southern Railway began service between the capitol city and Greenwood, a distance of about twelve miles. This line which was progressively extended on to Louisville had the distinction of being the last in the state to sus-



Fort Wayne's First Interurban Freight Terminal

pend service. The line from Muncie to Anderson and Indianapolis opened January 3, 1901. Then Interurban Fever struck with a vengeance. An average of one new electric line per year went into Indianapolis, until an even dozen was reached by 1910. The last to reach the capitol city was the "Honey Bee" line to New Castle. By 1915 at least 174 cities and towns lay on main line traction routes.

Then came the stalemate and eventual decline. Consolidations were effected and new corporations came into existence, one superseding another at a rapid rate. Among the more prominent of these Hoosier Electric Railway Companies were: the Terre Haute, Indianapolis and Eastern Traction Company; Union Traction Company of Indiana; Indianapolis and Southeastern Traction Company; Winona Interurban Railway; Chicago, South Bend and Northern Indiana Railway; Fort Wayne and Northern Indiana Traction Company; the Interstate Public Service Company; Indiana Service Corporation; and the Indiana Railroad. The latter line became the sole occupant of the Indianapolis terminal for several years. Then on January 18, 1941, the last car departed from the train shed, the tracks were removed and paved in. From that date on the terminal has been used exclusively by busses arriving and departing from the city.

A single car operated on the Seymour line until September 8, 1941. This service continued under a perpetual 999 year lease signed in 1912 at a yearly rental of \$190,000. The car left Seymour in the early morning carrying workers to Indianapolis. It turned on the "Y" north of the station and departed late in the afternoon for Seymour. On the above date this last car collided with a piece of work equipment and of necessity brought an end to 41 years of Interurban Service in the state.

FORT WAYNE INDIANA'S SECOND INTERURBAN CITY

As a prelude to the Interurban story of Ft. Wayne and Allen County here are a few introductory facts. The greater portion

of the story will be found in the following chapters. The first chapter deals with the phantom lines of the county--those that were proposed but never came into being. The five lines that actually operated out of Fort Wayne are dealt with in the order in which they began operations. Following those accounts are stories of the Union Traction Company of Indiana and the Indiana Railroad. The final chapter deals with those eventful days of January, 1941.

The only line operated in the north half of the county was the Garrett, Kendallville and Waterloo route. The other four operated entirely in the south portion of the county, with service to Lafayette, Bluffton, Decatur and Lima, Ohio. All passenger trains on these lines terminated their runs here, as Ft. Wayne had no through intercity service. From 1904 until 1948, the street railway system of Ft. Wayne was controlled by three interurban railways, the Ft. Wayne and Wabash Valley Traction Company, the Ft. Wayne and Northern Indiana Traction Company, and the Indiana Service Corporation. The latter company sold its local transit service to Ft. Wayne Transit, Incorporated.

Ft. Wayne was considered Indiana's second interurban city due to the number of lines entering here. The volume of freight handled and number of passengers carried into and out of the local terminal confirmed this opinion. During the maximum traffic, no less than 125 scheduled trains arrived and departed daily. Most lines carried an almost hourly schedule of passenger service.

The city's first interurban passenger terminal, located at Pearl and Harrison streets, comprised a waiting-room, a ticket office, and a baggage and express area. Loading and unloading of cars had to be completed in the adjoining streets as there were no off-street facilities for this purpose. Later the offices and the light and power department of the Ft. Wayne and Wabash Valley Traction Company were moved into the building which was leased to them by Perry A. and Winifred J. Randall on March 16, 1907.

About this time a small freight station was erected on Pearl Street at the rear of the passenger depot. The first announcement of the decision to build such a freight terminal appeared in the local papers on July 12, 1906. The Randalls further aided this project by proffering some easements of land effective August 4. The station was put into use early in 1907, and continued in use until the completion of the modern freight terminal on Commerce Drive

in 1927.

As passenger traffic increased, the facilities at Pearl and Harrison streets became inadequate. The Ft. Wayne and Northern Indiana Traction Company acquired the Wabash Valley properties in 1911. April 1 of the following year, the new passenger and express terminal, located in the block bounded by Main, Pearl, Webster, and Ewing streets was put into use. Two residence buildings were remodeled and connected for use as a waiting-room, ticket office, dining area and minor offices. Immediately west of this building were three off-street tracks for passenger service use. Westward beyond the tracks a second building served for express purposes, and offices occupied the second floor. For many years Mr. Ed. Longfield operated the terminal restaurant. Later Mabel Arnold, who will be remembered by many interurban patrons headed the business. Following the discontinuance of all interurban service in 1941, the Main Street terminal served until February, 1942 as a bus station, for the Indiana Railway. Then arrangements were made for the use of the Greyhound terminal at 223 W. Jefferson Street. The old Main Street terminal buildings were eventually razed by the Indiana Service Corporation, last owners of the property. The land was sold to Guy Means for use as a used car lot. Other interurban facilities and installations found in the Ft. Wayne area are referred to in the succeeding chapters.

During the research for this publication the names of thirty interurban companies that either actually served this community, or proposed to do so were listed. Sixteen of these ventures came into the former category and fourteen fell to the latter group.

Phantom Lines of Allen County, Indiana

1. Fort Wayne, Bluffton and Richmond Traction Co.
2. Fort Wayne and Bryan Interurban Railway Co.
3. Fort Wayne, Lake Everett and Columbia City Railway Co.
4. Fort Wayne and Northern Traction Co.
5. Fort Wayne and South Bend Air Line Traction Co.
6. Fort Wayne and South Bend Traction Co.
7. Fort Wayne and Southern Traction Co.
8. Fort Wayne, Toledo and Detroit Traction Co.

9. Fort Wayne and Toledo Electric Railway
10. Hicksville-Marion Interurban Railway
11. Indiana and Ohio Traction Co.
12. Lima, Delphos, Van Wert and Fort Wayne Traction Co.
13. Northern Ohio Traction Co.
14. Oil Belt Traction Co.

It is quite a different story with the listing of our county's active companies. Most of these names will be remembered with a degree of nostalgia for it seems only yesterday that the cars of these companies were seen ambling down our streets on their way to distant cities. The wheel flanges screaming in making short-corner turns and the sparks flying when the trolley pole was transmitting a difficult overhead pattern.

Active Lines of Allen County, Indiana

1. Fort Wayne, Bluffton and Marion Traction Co.
2. Fort Wayne and Decatur Traction Co.
3. Fort Wayne-Lima Railroad Co.
4. Fort Wayne, Logansport, Lafayette and Lima Traction Co.
5. Fort Wayne and Northern Indiana Traction Co.
6. Fort Wayne and Northwestern Railway Co.
7. Fort Wayne and Southwestern Traction Co.
8. Fort Wayne and Springfield Railway Co.
9. Fort Wayne, Van Wert and Lima Traction Co.
10. Fort Wayne and Wabash Valley Traction Co.
11. Indiana Railroad
12. Indiana Service Corporation (Indiana Central Lines)
13. Lima and Toledo Traction Co.
14. Ohio Electric Railway Co.
15. Toledo and Chicago Interurban Railway
16. Union Traction Co. of Indiana

THE PHANTOM LINES OF ALLEN COUNTY

In addition to the five Interurban lines that operated out of Ft. Wayne, there were plans for four routes that never materialized. The earliest was the Ft. Wayne-Columbia City route, followed very closely by the Ft. Wayne-Hicksville line. Announcement of these two proposals came in 1895 within five days of each other. In 1906 a proposed Ft. Wayne-South Bend line made its appearance and in 1907 a plan was perfected for an electric line from Ft. Wayne eastward into Ohio. The route of this latter line was to follow the towpath of the old Wabash and Erie Canal. The Ft. Wayne-South Bend proposal never advanced beyond paper status. However, the other three saw some activity such as purchase of land, surveys projected, and some construction work completed.

The first suggestion of an electric railway in Allen County, outside the city of Ft. Wayne, was announced August 21, 1895. The Ft. Wayne, Lake Everett and Columbia City Street Railway Company was organized with a capitalization of \$300,000. C. E. Everett lead the project as President. Twenty-five men were engaged to do preliminary work for the road which was to connect Ft. Wayne with Lake Everett. There a summer resort was to be developed. Eventually, the line was to be extended to Columbia City.

Mr. Everett petitioned the Board of Public Works of Ft. Wayne on September 20, 1895 for a franchise for a new street railway for that city. It must be borne in mind that the Ft. Wayne Electric Railway Company was in operation in Ft. Wayne. It was about ready to go into receivership, which actually occurred November 20, 1895. Mr. Everett's petition, among other things, proposed a special fare of eight rides for 25 cents. These tickets would be good only between the hours of 6:00 and 7:00 A.M. and 6:00 and 7:00 P.M. This rate was planned for the benefit of the working population of Ft. Wayne. Very little was ever accomplished and the entire project finally was dropped.

Approximately thirteen years later the Lake Everett project was again brought to life. Mr. Henry M. Williams, the father of Creighton Williams, proposed building this westward line, apparently with the thought of extending it on to Columbia City and possibly to Warsaw. Not too much is known of Mr. Williams's

plans. However, he was instrumental in planting the many catalpa trees that border the Bass Road in the western outskirts of Fort Wayne. This was to have been the line's entrance way to the city. The projection of this line never materialized.

The first mention of a proposed Interurban line to Hicksville was on August 26, 1895 when the Ft. Wayne and Hicksville Electric Railway was incorporated for \$100,000. A board of directors comprised Charles McCullough, Perry A. Randall and Aaron M. Reickelderfer. The proposed route would follow closely the present State Road #37 and would contact the communities of Chamberlain, Cuba, Maysville (Harlan), Georgetown, and Hicksville. From this time until 1910 there were several efforts made to construct a line over this route, all failed to achieve their goals. A meeting of Ft. Wayne business men was held at the Wayne Hotel in Ft. Wayne on January 23, 1896. The purpose was to create interest in the Ft. Wayne-Hicksville project and to propose extending this venture to Bryan, Ohio. Nothing further was ever accomplished and the project died.

Almost four years later (November 27, 1899) the Indiana and Ohio Traction Company was organized by Ft. Wayne interests and proposed building an 80 mile Electric Railway from Hicksville, Ohio to Marion, Indiana by way of Ft. Wayne. The latter city to be the control point. The proposed railway was given a franchise through Allen County on July 9, 1900. This franchise stipulated that work must be begun before February 1, 1901. The actual incorporation did not take place until October 11, 1900 and the papers indicate a capital stock of \$700,000. Thus ended the second Hicksville Interurban project.

The third attempt at projecting a line to Hicksville came nearer to attaining its goal than its predecessors, but it likewise failed after several courageous attempts.

The citizens of Springfield Township, Allen County held an election on June 7, 1907. They voted (by a majority of 24) the sum of \$10,000 for the Ft. Wayne and Toledo Electric Railway by way of Maysville (Harlan) and Hicksville. The project was defeated by the announcement 20 days later that the Ft. Wayne, Toledo and Detroit Traction Company and the Northern Ohio Traction Company had purchased about ten miles of the old Wabash and Erie Canal towpath. The section extended eastward from the town

of New Haven to the Ohio State line. The purchase was made from H. S. Schnelker of New Haven. Nothing tangible ever came of this project and it faded into oblivion. The Ft. Wayne and Toledo Electric Railway plan was revived shortly. Several men made attempts to get construction under way. The last active projector was Robert T. Bastress of Maysville (Harlan). He worked it up to a point where it was ready to come into Ft. Wayne over the Lakeside car line. His proposed line would enter the city at Reads Corners. For a time it looked as if it would be successful.

He obtained renewal of an expired franchise. He set up construction headquarters in his home in Maysville--which was equipped with an office, drafting-room and necessary fixtures for such a construction program. He was financed to a great extent by E. A. Tennis and Company, promoters and financiers of New York City. His legal counsel was Summers and Kennerk, Ft. Wayne attorneys.

Robert T. Bastress was the father of Freeman Bastress of Ft. Wayne and the grandfather of Thomas G. and Robert L. Bastress both present day Ft. Wayne business men. Mr. Freeman Bastress gave much of the information concerning his father's activities in connection with this proposed line.

A surprising amount of work was accomplished by Mr. Bastress. The line was graded to a place a little beyond Maysville. Eight concrete bridges were built along the route as far as Maysville, and two a short distance north of that town, at a cost of possibly \$6,000. He imported some Italian labor to work on the line and succeeded in obtaining labor donated by residents along the right-of-way. Freeman tells of working with a concrete mixer on this bridge construction work, for 50 cents a day. His father made use of a 1910 Buick car in his supervisory work. The line followed the present State road #37, then referred to as the Maysville Road.

Possibly a total of \$40,000 was sunk in this project, a sizable sum for those days. Financing was a difficult matter with all Electric Railway construction. The project was finally abandoned. Today the grading work is still evident; a few of the bridges are still intact.

Just when the Ft. Wayne-South Bend Air Line Traction Company was organized is not known. However, on October 3, 1906,

the Ft. Wayne and South Bend Traction Company was incorporated with C. A. Walkup President. The Company capitalized for \$2,000,000. The plan was to take over the business of the Old Air Line Company. Nothing ever came of this venture.

The Fort Wayne and Southern Traction Company and the Fort Wayne and Northern Traction Company were incorporated simultaneously in the early part of the present century. Nothing ever came of this venture. Little is known about it, except a newspaper reference to the effect that J. Ross McCullough was one of the incorporators.

FORT WAYNE-HUNTINGTON-LAFAYETTE LINE

The following item appeared in the Huntington HERALD PRESS of November 10, 1900:

--A warranty deed was filed in the recorder's office transferring all canal lands yet unsold in Huntington County. The deed conveys to Mr. Aaron W. Dukes the canal in three counties Allen, Wabash, and Huntington, for \$15,000. It is proposed by "The Oil Belt Traction Co." to build a line from Huntington to Fort Wayne following the canal towpath.

Two days later this same item appeared in the Fort Wayne papers. One month later an injunction was filed against Mr. Charles McCulloch, Mr. Henry C. Paul, and Mr. Charles S. Bash to restrain them from disposing of the towpath of the Wabash and Erie Canal from Roanoke to the west line of the Pittsburg, Fort Wayne, and Chicago Railroad (Pennsylvania R. R.). This is the proposed route of the Southwestern Traction Line.

The City of Fort Wayne, on December 14, 1900, granted a franchise to The Fort Wayne and Southwestern Traction Company permitting them an entrance via the following route, from West Taylor Street east to Fairfield Avenue then north to Brackenridge Street, west to Fulton, north on Fulton to Pearl Street, then east to Harrison Street. The franchise was to be effective the minute

construction began and required that the work be completed by January 2, 1902.

The incorporation papers for the line indicating a capital stock of \$600,000 were filed January 4, 1901. They stipulated that the company was to build an interurban line between Fort Wayne and Huntington, Indiana. Work began at once and considerable progress had been made when the entire property was sold to an eastern syndicate headed by Governor John Hill, J. Manchester Haynes, and George C. McCombe, all of Augusta, Maine. The transaction was handled by Townsend, Reed and Company at a meeting held July 11, 1901 in the Hamilton National Bank at Fort Wayne.

The first train operated over the new line on September 30. It was necessary to use a steam engine to haul the car, since the power plant located in Huntington was not in operation. On this run manager S. L. Nelson conducted a party of Fort Wayne business men, on an inspection tour of the new line, as guests of the Company.

Regular scheduled service was inaugurated December 12, 1901 when the first electrically driven interurban car made the run from Ft. Wayne to Huntington. Thus Fort Wayne's first interurban service came into being. A ticket office and waiting-room being essential in the operation of any transportation business, the Company completed arrangements (in May of 1902) for a downtown terminal in Fort Wayne. The location selected was the building at the northwest corner of Pearl and Harrison streets now occupied by the Wayne Hardware Company. The first interurban car to leave Fort Wayne from the new terminal was taken out on June 14.

The ownership and management of Interurban Lines was never static. Changes came frequently and the Fort Wayne-Huntington line was no exception. Just two and one-half years after service began a new corporation came into being known as the Fort Wayne, Logansport, Lafayette, and Lima Traction Company. Its incorporation was dated May 29, 1903. Less than a year later, February 25, 1904 the name was changed to the Fort Wayne and Wabash Valley Traction Company. Many small lines in the Wabash Valley were merged into this company including: the Ft. Wayne Traction Company; Logansport Railway; Lafayette Street Railway; the Logansport, Rochester and Northern Traction Com-



Spy Run Avenue Power Station

pany; the Wabash River Traction Company; and the Wabash-Logansport Traction Company. The first four mentioned were city street railway systems, while the balance were intercity lines. The new company assumed control in the early part of 1904. For the first time through-service from Fort Wayne to Logansport was possible after some improvements and adjustments to the line and power facilities. The first interurban to make the complete trip ran on November 1, 1904.

The year 1905 was a memorable one in Fort Wayne Interurban history. The inauguration of service to Logansport over a 76-mile line called for new equipment, new methods, and still further improvements in power production and distribution. The company ordered six new cars of 60 ft. length and placed them in service January 13, 1905. About one month later, the dispatch system of train control was put to use replacing the former block system. By March 1 through service to Indianapolis began, which required five hours of time and a change of cars at Peru. On April 8, C. D. Emmons was appointed general manager of the Wabash Valley line.

The company produced power at its small plant on Chestnut Street (which was later renamed East Baker Street) immediately east of Calhoun Street in the building now occupied by C. A. Greiger Company. At a joint meeting of the directors of the Wabash Valley Company and the Fort Wayne Electric Light and Power Company held October 22, 1904, negotiations were started toward the erection of a new power plant. These negotiations continued until February 9, 1905 when a bond issue of one million dollars was authorized to cover construction cost of the plant and other improvements. A location was decided upon at Spy Run Avenue, north of Elizabeth Street. Plans for one of the finest plants of its kind were presented July 18, 1905. Construction contracts were awarded to John Suelzer on September 2. One month later excavation at the proposed site was started. The new plant began producing power on March 1, 1907, one and one-half years after construction began. The Chestnut Street plant was closed on May 10, 1907 and the old equipment was dismantled. Capacity of the new plant was such that the company began the sale of light and power to the people of Fort Wayne.

The offices of the Fort Wayne and Wabash Valley Traction

Company, which had been located in the Electron Building (now the Standard Building) on E. Berry Street, were moved (April 29, 1907) to the corner of Pearl and Harrison streets in the Traction Terminal. The following July the company closed the deal for the purchase of the old feeder canal, which extended from Robinson Park to Fort Wayne, for the water rights it offered. In the meantime, preparations for the extension of service from Logansport to Lafayette were completed. The first run from Fort Wayne to Lafayette was made on June 29. It required five hours for the 114-mile run between the two cities.

Early in 1910, the City of Ft. Wayne began operation of a new power plant. Colonel J. Levering Jones, President of the Wabash Valley Company waged a continuous fight against its operation. He showed that the municipal plant operated at a loss in the beginning, however, his campaign was of no avail.

On February 26, 1911 the properties of the Ft. Wayne and Wabash Valley Traction Company were acquired by the Ft. Wayne and Northern Indiana Traction Company. These consisted of a huge merger of rights and franchises of those companies formerly combined into the Ft. Wayne and Wabash Valley Traction Company and in addition: the Ft. Wayne, Bluffton and Marion Traction Company; the Lafayette and Logansport Traction Company; the Ft. Wayne Electric Light and Power Company; the Carrol Electric Light Company; and the Ft. Wayne Power Company. This was the most comprehensive merger of Electric lines effected in Indiana.

In addition to the company's interurban lines, which totaled 135 miles of track, they operated street railway service at Ft. Wayne, Wabash, Peru, Logansport, and Lafayette with trackage of 86 miles. They inherited Robison Park--the famous resort located seven miles north of Ft. Wayne--from the Wabash Valley Company, as well as, Boyd Park near Rich Valley, in Wabash County. They were pioneers in the sale of light and power, supplying not only the city of Ft. Wayne, but such communities as Roanoke, Delphi, and others along their lines. Their power was transmitted at 33,000 volts and stepped down to 550 volts for their line service. Substations for this purpose were located at Ft. Wayne, Roanoke, Huntington, Lagro, Boyd Park, Peru, Logansport, Burrows, Delphi, and Buck Creek. Their two principal sources of power were the Spy Run Avenue generating plant in Ft.

Wayne which had a capacity of 18,000 K.W. and the 2,000 K.W. plant at Lafayette. Both installations were steam operated.

The company kept about 14 passenger cars in service most of the time. These standard type cars were about 60 ft. overall in length. They were of wooden construction and were built on both wooden and composite underframes. They averaged about 45 tons in weight, fully equipped including trucks. They were designed for single-end operation and could accommodate 60 passengers.

With the exception of several miles, the right-of-way laid entirely on company owned or leased land. Their stops averaged about one per mile. This made possible a maximum speed of 50 miles per hour. A good schedule was maintained, especially between Ft. Wayne and Peru, where the Union Traction Company cars on through service to Indianapolis, left the Northern Indiana right-of-way and continued to the capitol city over their own tracks. About 15 trains were operated each way per day from Ft. Wayne. Some cars were destined for Peru only, while others went as far as Logansport. Adams and Wells Fargo Express service was handled by the company during the nine years of its existence.

Many names familiar to Ft. Wayne people were carried on the official roster of the Ft. Wayne and Northern Indiana Traction Company: James M. Barrett president of the line after several years as counsel for the Corporation, Henry C. Paul, treasurer, Samuel W. Greenland, general manager, J. J. Brennan, superintendent, H. E. Vordermark, auditor, Luther Snodgrass, general passenger and freight agent. These men lived in Ft. Wayne. J. A. Lowrey of Huntington was district passenger and freight agent for the line.

By 1919 the financial picture had changed greatly from that of 1911 due to the decrease in patronage and the resulting consistent drop in net earnings. The Fort Wayne and Northern Indiana Traction Company was sold at foreclosure sale on December 29, 1919 and the purchasers were the bondholders, who reorganized the company under the name of Indiana Service Corporation. In October, 1925, control of the Indiana Service Corporation passed to the Midland Utilities Company who became the owners through the purchase of common stock.

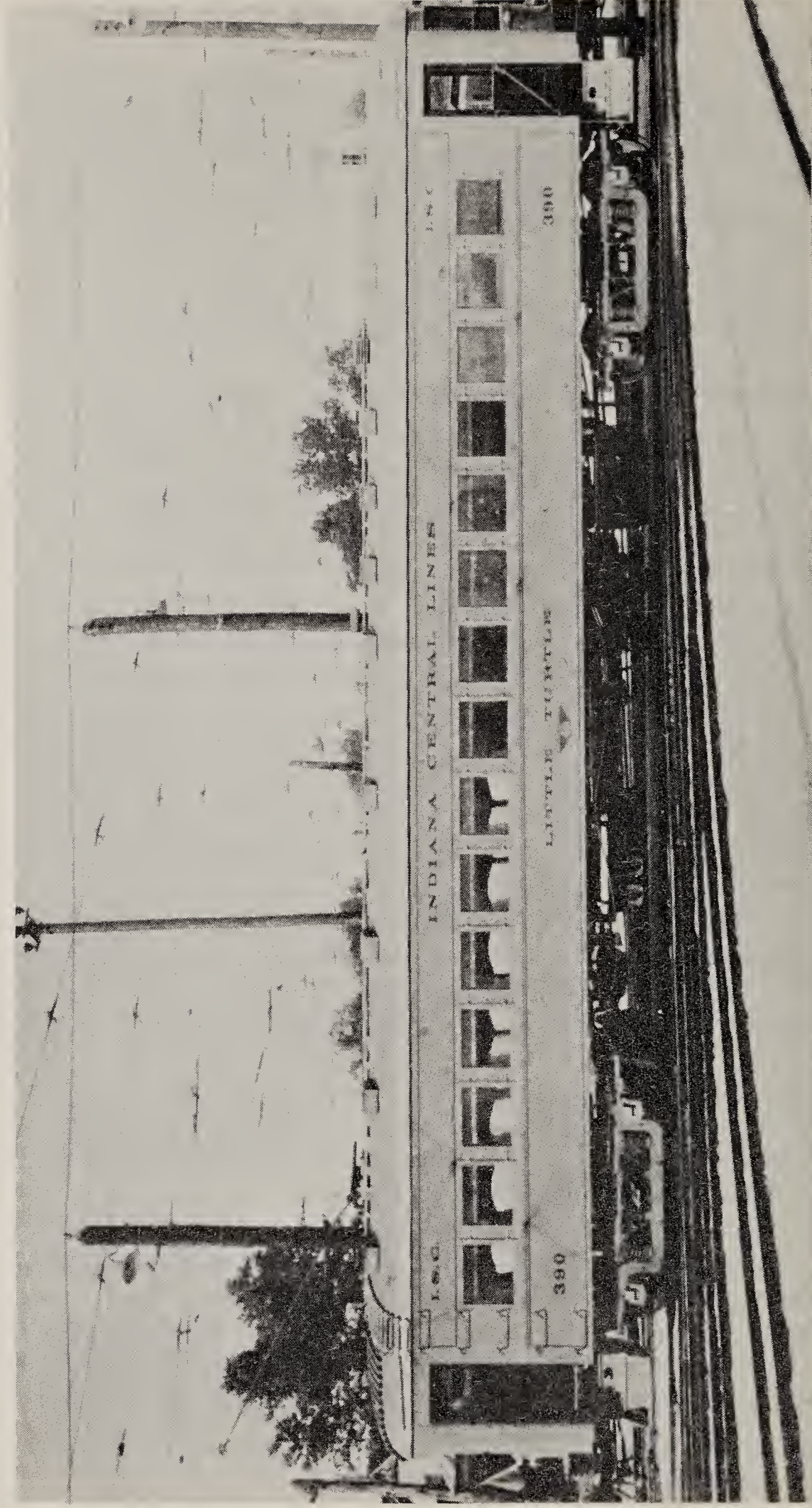
The Midland Utilities Company was controlled by Samuel

Insull. He immigrated to America from England as a young man and began his career as private secretary to Thomas A. Edison. Insull built and controlled a huge combine of Electric Railways and Utilities, principally from the mid-continent region of America. Several decades later his empire collapsed completely and he fled America.

Indiana Service Corporation assumed control of the Ft. Wayne street railways, whose lines were operating in receivership under the jurisdiction of Robert M. Feustel. These lines had previously been operated by Indiana Service predecessors, the Ft. Wayne and Northern Indiana and Wabash Valley Corporations. They immediately discontinued service on the Robison Park line and made many changes in the city line routes designed to improve the service. Indiana Service continued to operate the city lines until formation of Fort Wayne Transit, Incorporated on May 1, 1948. After September 20, 1924, when they acquired the Kendallville-Waterloo line, all Electric Railway Service in Allen County, for the first time, was under the control of one company, although, the Van Wert-Lima Line retained its corporate identity. Indiana Service operated the line for the receivers. They purchased the Marion and Bluffton Traction Company in August, 1926. This venture evidently proved to be a hot potato, for after five years of unprofitable operation, the line was abandoned as of August 15, 1931 by the Indiana Service Corporation.

Indiana Service went all out to improve service on its inter-city lines. In 1923 the St. Louis Car Company built four light weight cars for the Company numbering them #323-26. They weighed 60,000 pounds, had accommodations for 48 passengers, and were used exclusively on the Ft. Wayne-Kendallville-Waterloo service. These cars continued in service until 1937, when they were retired by the Indiana Railroad, successors to the Indiana Service Corporation. Car #324 was sold to the Oklahoma Railways which kept the car in operation until 1946.

The de luxe Parlor-Buffer car service continued on the Bluffton-Muncie-Indianapolis run with the famous cars "Indiana" and "Purdue." The Union Traction Company of Indiana owned this equipment. On this 125 mile run, 98 miles were over Union Traction's right-of-way. These trains, as mentioned elsewhere in this story, operated as the "Hoosierland" limited. A similar de luxe



De Luxe car, Little Turtle, of the Indiana Service Corp.

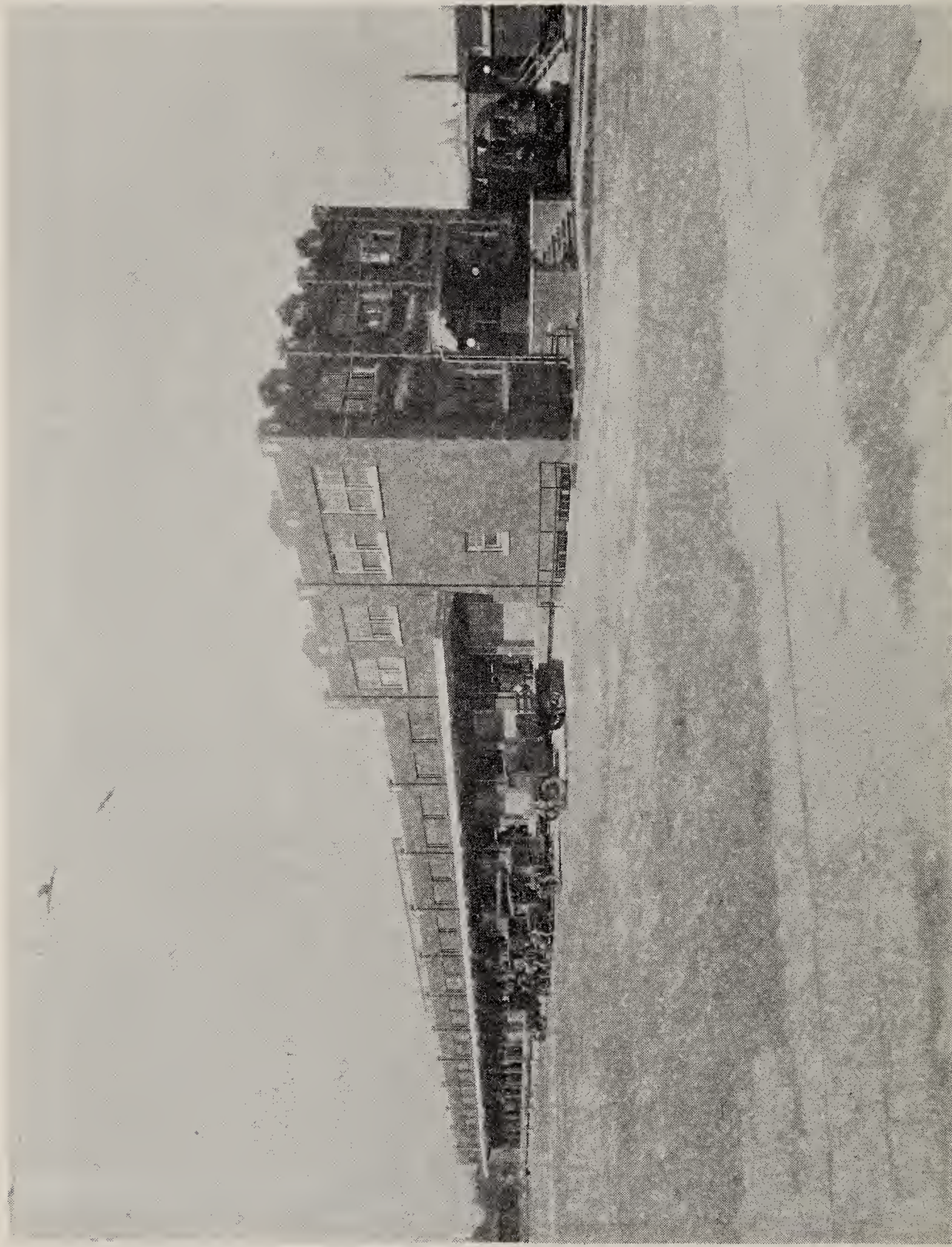
service was operated over the Ft. Wayne-Peru-Indianapolis route as the "Wabash Valley Flyer." The running-time to Indianapolis via Bluffton was reduced to three hours and forty-five minutes, while the time required for the run to Indianapolis via Peru was four hours and five minutes. Consequently, the Bluffton run attracted more through patrons.

Indiana Service set about to correct this condition. The route via Peru to Indianapolis totalled 135 miles, of which 59 miles were over their right-of-way and 76 miles were over Union Traction lines. In 1924, the company put two new de luxe cars into operation. They were the finest operated on any Electric Railway. Car #390 was named "Little Turtle" while #391 carried the name "Anthony Wayne." They were equipped with comfortably upholstered armchairs with linen headrest covers, carpeted floors, and tables with small lamps. The chairs were arranged on each side of the car facing each other, but could be shifted about as the passenger desired. Parlor chairs cost half a cent per mile extra and could be reserved in advance. The view was unobstructed through the rear observation window. A semicircular awning, carried at the rear of the car, protected passengers from any possible glare. The menus ranged from light refreshments to full steak dinners. Many people will recall this de luxe service as the highlight of the Interurban era in Ft. Wayne; the equal of which may never be seen again.

Indiana Service did quite well in the lush early twenties. In 1924, they carried 25,327,000 passengers and in 1926 some 340,000 additional people patronized the lines. A decline in revenue set in about 1927 when the total fell off more than one million passengers. This downward trend continued until the end.

After the abandonment of the Decatur line in 1927, Indiana Service rebuilt former Decatur car #103 at their Spy Run Avenue shops. It was renumbered #327. She was originally built by the St. Louis Car Company in 1917, but after remodeling, resembled the four cars numbered 323-26.

During the period 1925-27, the company erected a new freight terminal on Commerce Drive in Ft. Wayne, to replace the tiny and inadequate freight terminal, then in use, at 224 Pearl Street. The new brick structure was fireproof. Five housetracks accommodated 31 freight cars. The teamtracks served 14 cars.



Commerce Drive Interurban Freight Terminal

A transfer platform 10 ft. wide was located between the second and third house tracks and an 80 ft. driveway extended the entire length of the building. Forty-eight trucks and drays could be accommodated at one time, at the 24 huge doors where freight was delivered and received. The plant was equipped with electric lift-trucks and other devices, for handling and storing freight. The terminal was especially busy at night when freight was received at the day's end and trains gotten under way to assure next day's delivery. The terminal continued in use until the abolishment of all Interurban traffic in 1941. Today it continues as a freight terminal used by many trucking lines.

The Midland United Company, another Insull subsidiary, organized the Indiana Railroad and began operation of Indiana Service Corporation properties on August 1, 1930. However, the street railway system of Ft. Wayne and the Light and Power Utilities remained in the hands of the Indiana Service Corporation.

This particular chapter deals primarily with the Lafayette line. A succeeding chapter will be confined to the Indiana Railroad, which closed out all interurban passenger business in the Ft. Wayne area and most of Indiana as well.

The first joint timetable issued by Indiana Railroad appeared on September 28, 1930. This table gave great emphasis to the de luxe Parlor-Buffer service previously mentioned. However, three months later this service was discontinued. These cars were retained for special party service until they were retired in October, 1936.

The line between Peru and Lafayette closed May 21, 1932. This date also saw cessation of city traction line operation in Logansport.

Indiana Railway's petition to substitute bus and truck service for the rail route over the Indianapolis-Peru-Ft. Wayne branch was granted on April 6, 1938 by Superior Court Judge, Herbert E. Wilson of Marion County, Indianapolis. The Public Service Commission of Indiana later concurred in this request and on September 11, 1938 the last run to Indianapolis was made from Ft. Wayne. After almost 37 years of operation this line became a memory.

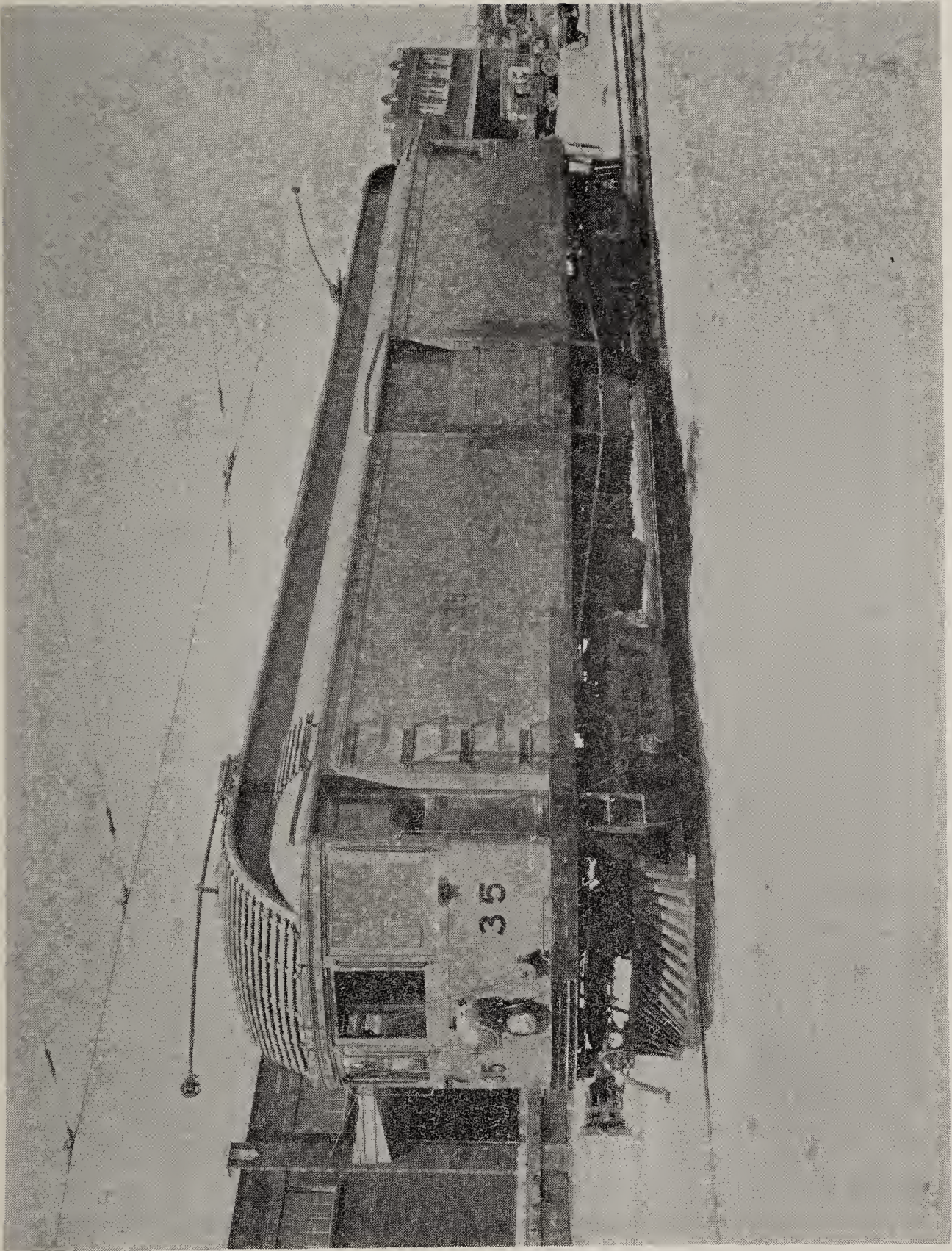
THE FORT WAYNE-LIMA LINE

The Lima line was the second of the five electric lines emanating from Fort Wayne to commence operations. This was the only connecting link between Indiana and Ohio lines north of Union City where connections could be made between Muncie and Dayton. Lima had six electric lines radiating from that city, giving ready access to Defiance, Toledo, Fostoria, Fremont, Sandusky, Cleveland, Springfield, Dayton, and Cincinnati. This route also offered through freight service from Indianapolis to Detroit via Muncie, Fort Wayne, Lima, and Toledo in conjunction with other Indiana and Ohio lines.

The first notation concerning this line found in the Fort Wayne newspapers was dated August 1, 1902. It mentioned that the Fort Wayne, Van Wert and Lima Traction Company was organized a week before at Lima, Ohio with a capital stock of two million dollars. On this particular day, offices had been opened at Fort Wayne. In the meantime, another line from Lima to Fort Wayne was in the planning state to be known as the Lima, Delphos, Van Wert and Fort Wayne Traction Company. After some delay the first mentioned line resumed the laying of the tracks in 1904. In March, 1905, the directors of the company (meeting in Fort Wayne) perfected arrangements for completing the line to Fort Wayne by incorporating and consolidating the Lima, Delphos, Van Wert and Fort Wayne into the company. Consolidation papers were filed April 3 with the Secretary of State at Columbus, Ohio. The following June the company purchased the George W. Miller farm south of New Haven for its rich gravel deposits which were to be used for track ballast. September 22, 1905 was the first date of through service between Fort Wayne and Lima.

Six months later (March 1906) the line was leased, until expiration of the franchise, to the Lima and Toledo Traction Company--an Ohio corporation. Seventeen months later (August 31, 1907) the lease was assigned to the Ohio Electric Railway Company which continued operations until 1920.

The Fort Wayne-Lima line, which was 64.2 miles in length, served a prosperous farm area, quite a few thriving communities, and these towns: New Haven and Monroeville in Indiana; and Dixon, Convoy, Van Wert, Middlepoint, Delphos, and Elida in Ohio.



Typical Interurban Freight Car
Fort Wayne-Lima Railroad Co.

The stations erected along the line by the original company were nearly all constructed from the same plans. They were one-story brick buildings with red tile roofs. The walls at each end of the buildings were three sided. The stations at Monroeville and Convoystown still stand. The one at New Haven was demolished about three years ago.

The cars of this line, after leaving the station on West Main Street in Fort Wayne, proceeded east on Pearl Street to Harrison Street, north on Harrison to Columbia, east on Columbia to Calhoun, south on Calhoun to Main, east on Main to Clinton, south on Clinton to Lewis, east on Lewis to Anthony Boulevard (then Walton Avenue) cutting across lots from Anthony to Maumee Avenue, thence to a point east of Warren Avenue, then south and through an underpass at the Wabash Railroad to Chestnut Street, east on Chestnut to Holley Street, and a cut over at Holley to New Haven Avenue, following the north side of New Haven Avenue and the Lincoln Highway to New Haven.

The Ohio Electric Railway developed into quite a large system operating in Western Ohio as far south as Cincinnati. Its headquarters and operating officials were located in Springfield. The standard car of the Ohio electric was used on the Fort Wayne-Lima division. It was similar to that in use throughout the balance of the system. The division maintained a one-hour schedule throughout the daylight hours, or about 15 trains each way per day, with a low average number of stops (about one to the mile). The limiteds run by the company made the 64.2 miles in two hours and ten minutes. The roadbed was laid for the most part on private right-of-way, with highways being used through some of the towns. Power was produced through substations on the line and was purchased from the Western Ohio Railroad Company. Their powerhouse was located at St. Mary's, Ohio.

The company went into receivership. In 1920 the division was operated for its receivers by the Indiana Service Corporation. They continued operation until 1930 when Indiana Service was succeeded by the Indiana Railroad. It was then subject to supervision of the same officers as the Indiana Railroad System. While coordinated as to the service and policies, it remained a separate entity up to its abandonment June 30, 1932. For quite a few years the line operated under the name of Fort Wayne-Lima Railroad



Fort Wayne's Second Interurban Terminal on W. Main St.

Company. The old equipment put up for sale in September, 1933 by R. W. Marshall of New York City, consisted of six steel passenger cars, four freight motors, one line car, one work car and sixteen box cars.

FORT WAYNE-BLUFFTON LINE

A little more than five months after inauguration of service on the Lima line, operations began between Ft. Wayne and Bluffton. The Bluffton line was Ft. Wayne's third electric railway and the very last to discontinue passenger service to and from the city.

As early as October 21, 1902 a line was organized and known as the Ft. Wayne, Bluffton and Richmond Traction Company. As the name suggests, a line was contemplated to Richmond, Indiana via Bluffton. However, nothing further developed until 1905, when the Ft. Wayne, Bluffton and Marion Traction Company was incorporated with Marion, Indiana as its proposed southern terminus. Construction work began at once and by the end of October, grading had been completed to within one mile of the city of Ft. Wayne. The company in the meantime purchased two passenger cars and one freight car.

On January 9, 1901 a company was organized that proposed building a line from Muncie northward to Ft. Wayne and was incorporated as the Muncie, Hartford City and Ft. Wayne Railway Company with stock capitalization of a million dollars. This line never operated more than 43 miles of track (being the distance by their route between Muncie and Bluffton). Some service began about the year 1904.

In 1906, this company began construction of a railbed northward from Bluffton towards Ft. Wayne. At the same time the Ft. Wayne, Bluffton and Marion was laying rail southward from Ft. Wayne toward Bluffton. At a point between the two cities the opposing lines met. The stockholders of both companies realizing the folly of competing lines side by side, agreed that the Muncie company would abandon its intention of going on to Ft. Wayne.

The Ft. Wayne company took over and utilized a part of the railbed constructed by the rival company. Evidence of this comedy of errors can be seen today where the former tracks of this line crossed State Road #1 twice between Ft. Wayne and Bluffton.

Before actual service began, the Ft. Wayne-Bluffton line was purchased by the Ft. Wayne and Wabash Valley Traction Company. They were already in service on the line between Ft. Wayne and Logansport.

The first car operated over this line from Ft. Wayne to Bluffton was on March 1, 1906 with O. D. Baker of Bluffton as motorman. Mr. Baker was a passenger on the very last interurban car to operate between these two cities on January 18, 1941.

In 1906 the Muncie, Hartford City and Ft. Wayne Railway Company was leased to the Indiana Union Traction Company. In 1912 it merged with the Union Traction Company of Indiana. About 1910 a through schedule between Indianapolis and Ft. Wayne via Bluffton was instituted in conjunction with the Wabash Valley Company and the Indiana Union Traction Company. This arrangement continued in successful operation to the end.

Undoubtedly the worst Interurban disaster that ever occurred in the United States, took place about 12:15 P.M., September 21, 1910 when two cars crashed head on, on a curve a quarter of a mile north of Kingsland, (18 miles south of Ft. Wayne). A heavy steel car was running south-bound empty, and telescoped a north-bound wooden car carrying 46 people, 41 of whom lost their lives. The north-bound car was carrying people enroute to the Allen County Fair at Ft. Wayne. So terrific was the impact that it was heard for three miles in all directions. Persons within a half-mile thought a dynamite cache had exploded. One of the few survivors of this catastrophe was Charles Van Dine of Bluffton, motorman on the south-bound car. He was exonerated of all blame in connection with the wreck and continued to serve as motorman on this line. In 1941 he piloted the last interurban freight train out of Ft. Wayne. Twenty-five of the victims of the Kingsland wreck were residents of Bluffton and Wells County. Mayor Frank S. Smith of Bluffton issued a proclamation on Friday asking that all business houses, factories, and schools close after 1:00 P.M. in respect for the victims. Six months after the Kingsland disaster, the Ft. Wayne-Bluffton line was absorbed by the newly formed

Ft. Wayne and Northern Indiana Traction Company, whose incorporation dated February 25, 1911. The Fort Wayne and Northern Indiana operated the line for almost eight years when the company was sold at a foreclosure sale December 29, 1919 to the bondholders who reorganized the company, under the name of Indiana Service Corporation.

About 1923 the Indiana Service, in conjunction with the Union Traction Company of Indiana, inaugurated its de luxe car service between Ft. Wayne and Indianapolis via Bluffton and Muncie. In this service were two Parlor-Buffer cars named the "Indiana" and "Purdue." They operated as the "Hoosierland" Limiteds. Their trains, which were quite heavy, consisted of a power car pulling one of the parlor cars.

Nine-months after the stock market crash of 1929, the Indiana Railroad, another Insull subsidiary, was organized. In August 1930 it began operating the Indiana Service properties. They also purchased, at foreclosure sale, the properties of the Union Traction Company of Indiana. Thus for the first time through service from Ft. Wayne to Indianapolis via Muncie was under the control of one company.

June 28, 1933, the Indiana Railroad went in receivership with Bowman Elder of Indianapolis operating the lines in this status. The receivers made numerous improvements to the line, equipment, and service in spite of the fact that conservation of assets was of prime importance. In 1931, a fleet of new type, high-speed, light-aluminum, one-man cars were placed in service between Ft. Wayne and Indianapolis, as well as other Indiana Railroad lines. The old-type heavy cars were gradually withdrawn. Some of these new-type cars were equipped with a special observation lounge which occupied the rear third of the car.

Indiana Railroad inaugurated an interurban railway Post Office Service on September 15, 1935. Car #376 was rebuilt for this purpose and equipped with a standard 15 foot compartment as any other railway Post Office car. This service, which operated between Ft. Wayne and New Castle via Bluffton and Muncie, was established after the Nickle Plate Railroad abandoned its passenger and mail service over their line which paralleled the Indiana Railroad. This mail service continued in operation until January 18, 1941, when car #376 made her last run and Railway Mail Clerk,

George Burgel, had a busy time cancelling 700 pieces of mail sent in by philatelists for the cache of the last trip.

The years 1935-36 saw a general improvement in business conditions. Indiana Railroad wound up with a net income. Commencing in 1938 however, there was a continued decrease in the volume of traffic, which with other complications, forced the abandonment of the line. It was sold for scrap in 1941.

Knowing that the line would not be in service much longer, the Central Electric Railfans Association of Chicago staged a railfan trip over the line on October 20, 1940. Sherman K. Crowl was the motorman on their chartered car. They left Ft. Wayne at 6:45 A.M., visited the Anderson shops enroute, and arrived in Indianapolis at 5:29 P.M.

The Bluffton line served only a few communities. Included in their timetable stops were: Ferguson, (present day Baer Field); Sheldon, or Yoder, where a power substation was located; Ossian; Kingsland; and Bluffton. One wonders how this line would have fared had it not been for the through Indianapolis service, largely over foreign lines. All interurban passenger service in and out of Fort Wayne was ended by this line on January 19, 1941. Further reference to these events will be found in the last chapter of this account.

FORT WAYNE-KENDALLVILLE & WATERLOO LINE

Regular passenger service from Fort Wayne to Kendallville and Waterloo began May 10, 1906. This put into service the fourth Electric line operated out of Ft. Wayne, which was incorporated as the Toledo and Chicago Interurban Railway. Ten days prior to inauguration of regular service, a two-hour inspection trip was made by car #4, from Auburn to Ft. Wayne, with President Seagraves on board.

As the Company name implied, the original plans called for quite an extensive system. However, the line advanced only from Ft. Wayne to Garrett, with a branch line from Garrett northeast to Waterloo, and a northwest branch from Garrett to Kendall-

ville. A three way service was maintained most of the time from Ft. Wayne to Waterloo, Ft. Wayne to Kendallville, and Kendallville to Waterloo. Garrett was the hub of this system, which was in the form of the letter "Y." The company operated a total of 41 miles of single track, all of which was on private right-of-way outside of the cities and towns. With its low number of stops (which averaged about two per mile) the company was able to drive its equipment at an average speed of 45 miles per hour. It gave good service to such communities as, Wallen, Huntertown, Garrett, Altona, Avilla, Lisbon, Kendallville, Auburn Junction, Auburn and Waterloo. The route followed by cars of this line into and out of Ft. Wayne was from the terminal on West Main Street via Pearl Street to Harrison Street, to Columbia Street, to Calhoun Street, to Superior Street, then out Wells Street to a point about 75 feet north of 6th Street, then east and north around the property of St. Vincents Villa, finally paralleling the present State Road #3 on the east side to a point just south of Huntertown.

The company went into receivership in February 1908, one year and nine months after service began. It operated in this status until April 12, 1913, when the property was acquired by the newly formed Ft. Wayne and Northwestern Railway Company.

The new company made some improvements to the property, equipment, and service. It generated its own current at Kendallville. There it had a steampower plant with two-800 K.W. units and with capacity for double that total. The current was transmitted at 33,000 volts and sent out over the line at 650 volts direct current. Substations were located at Kendallville, Auburn, Vandalia, and Wallen.

The company used a standard car which was 52 feet overall in length and 8 ft. 6 in. wide. Total weight including brake and electric equipment was 87,120 lbs. The underframe was of wood and the cars were designed for single-end operation only. About 15 trains each way were operated daily in and out of Ft. Wayne, with seven each way between Kendallville and Waterloo, making a daily total of 44 scheduled trains for the system. Mr. C. J. Munton, General Manager of the line, was also interested in the Milwaukee street railways and had interests in other electric railway projects. Mr. G. M. Patterson was traffic manager of the railway.

The third change in ownership took place October 24, 1924, when the Indiana Service Corporation assumed operations. The year 1926 was the only year showing a profit; net earnings amounted to \$1,459. The Indiana Railroad took over management of the line on August 1, 1930 and in 1935 filed the first of several petitions with the Public Service Commission of Indiana for abandonment of the service which was realized March 15, 1937, when the line reverted to the Indiana Service Corporation.

Passenger service was immediately abolished. The right-of-way between Kendallville and Waterloo was abandoned. However, the line between Ft. Wayne and Vandalia crossing near Garrett was retained for freight service, which consisted mostly of hauling coal to the Indiana Service Corporations powerhouse in Ft. Wayne, after being transferred from the Pennsylvania Railroad at Vandalia and the New York Central Railroad at Stoner's Siding, both near Garrett. This line was eventually abandoned in 1945. All Interurban passenger service in or out of Fort Wayne was abandoned in 1941. The Garrett line was the last to operate out of the city, although, in freight service only.

After the Garrett line abandonment, several power cars were retained by the Indiana Service Corporation for use in hauling coal from the New York Central Railroad to their power house on Spy Run Avenue. They also supplied the Centlivre Brewing Company, the city Filtration Plant, and the Fort Wayne State Hospital. The Indiana and Michigan Electric Company assumed this service later which was abolished on March 30, 1952.

On this historic occasion the miniature railroads three miles of track over city streets reverted to the city of Fort Wayne under a Public Service Commission order. Interurban locomotive car #817 made the last run from the Indiana and Michigan yards with Judson H. Cline at the controls. Wilson Wells, brakeman, and E. A. Luhman, an I. & M. official, accompanied them on this notable journey. Special mention should be made of the service record of Clarence B. Baltimore, who spent 44 years in interurban service, and retired in 1950. His last run was on this miniature line, also using car #817.

FORT WAYNE-DECATUR LINE

Of the five Interurban lines radiating from Fort Wayne, the last to begin operations and the first to abandon service was the Decatur line. It existed for 20 years, 1907-27. The shortest lived of any of Indiana's electric railway lines, it was only 21.6 miles in length.

The Fort Wayne and Springfield Railway Company was incorporated July 2, 1903. One year and seven months later (February 15, 1905) the grading of the line from Decatur was completed to the city limits of Fort Wayne. The contract called for completion of the line by June 2, 1905. Track was yet to be laid and power lines strung. It was not until the last day of December 1906 that a car was run over the line. Regular service was inaugurated February 1, 1907 when a car carrying 25 passengers arrived in Fort Wayne at 10:45 A.M.

In December 1904 the company placed orders for three traction cars, two passengers and one freight. This was probably the only equipment used on the line until taken over by the Indiana Service Corporation when the original equipment was replaced. The company generated its own current at Decatur where a 500-horsepower steamplant produced 6,600 volts. Substations in Allen County were located at Philley's Station and at a point where the Hoagland Road crossed the line. The latter building is still standing and is being used for commercial purposes.

The original plans called for a line to be built to Springfield, Ohio. The fact that it never advanced any farther than Decatur, Indiana was a factor in its early abandonment. Decatur at that time was a town of 4,500 people. There were no sizable communities between terminals, so the passenger business was not too lucrative. The management did develop a good business in dairy products and miscellaneous freight which helped considerably.

The line from Decatur to Fort Wayne followed along the west side of what is now U.S. Highway #27, then known as the "O.I.M. Way." In the south end of the city it followed the present Calumet Avenue to South Calhoun Street, then north on Calhoun Street to Main Street and west on Main Street to the station.

After a little more than five years of operation, the company went into receivership on September 12, 1912. French Quinn,

a Decatur attorney, was appointed receiver. He operated the line in this status until it was sold at auction, on March 5, 1915, assuming the name of Fort Wayne and Decatur Traction Company.

Fort Wayne and Decatur men comprised the new officers of the company which was headed by James H. Haberly, President; H. J. Bowerfind, Treasurer; L. F. Eberbach, Secretary; Samuel W. Greenland, General Manager; all of Fort Wayne. Homer Ruhl, Auditor, and A. J. Baker, General Passenger and Freight Agent were located at Decatur.

The new company maintained good service, operating about ten runs each way per day between the two cities. About April 1920, the Indiana Service Corporation assumed control and continued the losing game until abandonment of the line on September 30, 1927.

As we travel U. S. #27 between Fort Wayne and Decatur today much evidence of the line is still visible, grades, fills, concrete-culverts, bridge abutments and substation buildings can readily be seen. The Decatur station still stands.

UNION TRACTION COMPANY OF INDIANA

Although they never owned any right-of-way in Allen County, the cars of the Union Traction Company of Indiana were for many years a familiar sight on the streets of Fort Wayne. It was their co-operative efforts with the Ft. Wayne and Wabash Valley Traction Company, the Ft. Wayne and Northern Indiana Traction Company, and the Indiana Service Corporation that made possible the through service from Indianapolis to Ft. Wayne over two routes, one via Peru and the other by way of Bluffton.

This company originated September 3, 1897 when the Union Traction Company was organized comprising the street railway systems of Anderson, Marion, and Elwood. Less than two years later (6-25-99) after several additional mergers (including the Muncie, Anderson and Indianapolis Railroad) the Union Traction Company of Indiana (the first company by this name) was organized. In the meantime, the Indiana Union Traction Company was

organized June 8, 1903. The next eight years brought eight companies into this organization.

In 1914 there were five companies in the country using the name Union Traction. The second Union Traction Company of Indiana was reorganized May 13, 1912. This included the rights and franchises of the first Union Traction Company of Indiana and the Indiana Union Traction Company. Throughout all the years, a total of 28 different companies were involved in a sale, lease, or merger that culminated in the 1912 reorganization.

The company's scene of operation was the gas belt of Indiana which lay to the north and northeast of Indianapolis extending to Kokomo, Marion, and Bluffton. Industry was attracted to this area because of the plentiful fuel supply. This seemed like a profitable territory for Traction service to a group of Anderson interests. However, less than two years after they got under way, a Philadelphia Syndicate (Dolan-Morgan) became interested. A. W. Brady of Anderson became President. J. Levering Jones of Philadelphia, Vice-President and George F. McCulloch, a Muncie capitalist, a member of the board.

For many years the Company operated city lines in Anderson, Muncie, Marion, and Elwood with 44 miles of track. Their intercity lines operated over 410 miles of rail. They had trackage rights over 93 miles of foreign interurban lines. The line between Indianapolis and Ft. Wayne proved to be quite remunerative. A similar service was adopted between Indianapolis and Chicago in conjunction with the Winona Interurban Railway, operating between Peru and Goshen, and The Chicago, South Bend and Northern Indiana Railway. This served the towns of Elkhart, Mishawaka and South Bend and the Chicago, Southshore and South Bend Railroad operating through the towns of Michigan City, East Chicago, Gary, Hammond, and Chicago. This venture did not prove successful as apparently too much mileage was involved. Later the Company advertised service to Chicago over their lines to Peru, connecting with the Chesapeake and Ohio Railway. Union Traction operated such well known trains as the "Marion Flyer," "Kokomo Traveler," "Muncie Meteor," and the jointly operated "Hoosierland" and "Wabash Valley Flyer." In addition they operated a through fast-freight service from Indianapolis to South Bend, which was designated the "Cannonball," making use of the Winona

line. The "Aeroplane" was a fast-freight Indianapolis to Detroit via Fort Wayne. Express service was inaugurated in 1909 when Union Traction entered into contract with the United States Express Company. In 1914 Wells Fargo assumed these duties. At a later date, Union Traction took over this function and operated under the name of "Dispatch Freight."

Union Traction's headquarters were located at Anderson where they operated, what was, no doubt, the largest Electric Railway Shops in the country. They employed approximately 125 men in the shops which were a beehive of activity. They maintained a truck shop, machine shop, and mill shop. They could perform almost any work required of the system. Cars were rebuilt, repairs of all kinds were made, and bridge timbers and ties could be formed. The company maintained inspection shops at Marion, Elwood, Muncie, and Tipton.

When the Union Traction Company of Indiana was consolidated, there were many and various types of equipment inherited from the merged lines. The Company started on a program of standardization which was fairly well accomplished and had much to do with keeping the Anderson shops busy. The production and distribution of power became a problem. Eventually the many power plants in use at the time of the merger were eliminated. The huge power plant at Anderson supplied the entire system by 1923, including the several city railway lines. They also supplied power to a subsidiary utility, The Traction Light and Power Company, furnishing electric energy to more than fifty towns and villages. Rails of 70 pound per yard weight were generally used. Most of the right-of-way was on company owned or leased land, which varied from 22 feet to 60 feet in width.

At the time of consolidation Union Traction's total bonded indebtedness was \$10,611,500 quite a large sum for that day. This heavy burden, combined with the decline in patronage, made it impossible to keep up maintenance standards, improvements, and dividends. It resulted in receivership. In 1925 Arthur W. Brady was appointed receiver.

Mr. Brady made a valiant attempt to recuperate the system. He was able to borrow a half-million dollars for improvements. In October 1925 he put into service 15 new steel cars which the company numbered 427-41. This achievement by Brady

is worthy of special note since the company's reputation and credit were not too good. With better car service, Brady sought and was granted, permission to abandon several unprofitable lines. He put into effect special low-fare rates. After five years of receivership operation the system was sold on July 2, 1930, to the Midland United Company (an Insull Corporation) and became the Indiana Railroad.

INDIANA RAILROAD

Born less than a year after the 1929 stock market crash, Indiana Railroad offered new hopes for the revival of Indiana's ailing traction industry. Courageously the men of the Indiana Railroad set about the task of readjusting the service. Plans called for new rolling stock, substations, terminals, heavier rail, double-tracks, reduced grades and curves. Not all that was planned, was accomplished, because of the worsening National economic crisis.

Indiana Railroad system was a consolidation of a number of Electric Railways partly owned and others retaining their identities as companies. All were placed under a unified management to effect economies and promote improved service. Actual operations began August 1, 1930. In addition to the Union Traction Company of Indiana which Indiana Railroad had acquired from Arthur W. Brady, receiver the group comprised the Indiana Service Corporation, Public Service Company of Indiana, and Northern Indiana Power Company. Later a portion of the Terre Haute, Indianapolis and Eastern properties were acquired at foreclosure sale on June 23, 1931, from Elmer W. Stout, receiver. With a few exceptions all Interurban lines in Indiana thus came under Indiana Railroad control, with 800 miles of trackage. In 1931 service was discontinued between Alexandria and Tipton, as well as the street railway service in Muncie. The Anderson-Marion line was dropped in 1932 and street railway service in Marion was disposed of to outside interests in April, 1933. These and other abandonments reduced the trackage in 1933 to 600 miles.

Officials of the company were: Samuel Insull, Chairman of the Board of Directors; Samuel Insull, Jr., Chairman of the Executive Committee; Robert M. Feustel, President; W. A. Sauer, Vice-President; Henry Bucher, Vice-President; Charles W. Chase, General Manager; L. M. Brown, General Superintendent of Inter-urban lines; G. F. Mitchell, Treasurer; B. P. Shearon, Secretary; and E. J. Booth, Controller. Genial Robert Feustel was for many years a resident of Ft. Wayne. He was active in civic affairs and highly regarded by his friends and business associates.

In an effort to regain the mass passenger business, the company (in 1931) expended \$1,450,000 on a modernization program covering new equipment, substations and other improvements. Thirty-five new-type, one-man cars were purchased from the Pullman Company and the American Car and Foundry Company. The cars were 46 feet in length and weighed about 25 tons. They represented a cost of \$28,000 each, or a total expenditure of almost one million dollars. They were built of light aluminum alloys having great tensile strength. The powerful motors were set close to the ground to avoid the side sway so characteristic of the old-type cars. They could accommodate 40 passengers and were capable of maintaining speeds of 40 to 60 miles per hour. They operated principally on the Indianapolis-Ft. Wayne via Muncie and the Indianapolis-Louisville lines. Fourteen of these cars were equipped with observation lounges, while the balance were a standard-type car. The lounge occupied the rear-third of the car and were available to the passengers at no extra cost. They were the ultimate in luxury, with thick carpeting and two-tone shading of walls and ceiling, which varied in each car. Walnut tables supported reading lamps with convenient space for reading material. Deeply upholstered chairs and a pair of tapestry divans completed the furnishing of the compartment, while wide expanses of glass offered an uninterrupted view of the country side. The coach sections were equipped with air-cushioned leather seats, with headrests and armrests at the sides. The cars were equipped with a new type electrically operated "Ohmer," fare register, on which the operator punched out a receipt. When placed in service these cars were numbered 50 to 84 by the Company.

After less than three years of operation, the Company began to flounder and went into receivership on June 28, 1933. Mr.

Bowman Elder assumed control as receiver. The Company remained in this status to the end. In 1934 car #55, one of the new cars, was converted to an all lounge car and was assigned to Mr. Elder for personal use in his travels over the system. More regarding this car later in the story.

Ten lightweight, one-man cars were purchased in 1935 from the Northern Indiana Railway. These cars were built in 1930 by the Cummings Car and Coach Company and Indiana Railway re-numbered them 90 to 99. They served mostly on the Indianapolis-Ft. Wayne via Peru and the Dayton runs. Later they were in use between Indianapolis and Ft. Harrison and the Muncie-New Castle service.

By 1936 Indiana Railway trackage had been reduced by additional abandonment to 425 miles, serving 69 communities. The same year they purchased, at junk prices, the Dayton and Western Traction Company operating 40 miles of line between Richmond, Indiana and Dayton, Ohio with the hope of reviving the Indianapolis-Dayton traffic. This proved unsuccessful and abandonment followed shortly. The program of converting heavy steel cars to one-man operation began in 1936 and was carried out at the Anderson shops.

The Anderson generating plant produced 25 cycle energy with the aging reciprocating generators whose upkeep was becoming costly. Practically all the lines were now operating on 60 cycle which had to be purchased on the outside. A strike at the Anderson plant in 1937 caused it to be abandoned shortly thereafter.

The years 1935-36 brought some increase in patronage and a little profit was shown. Then came the trying years of decline which ended the service in 1941. May 9, 1937 ended the service between Indianapolis, New Castle, Richmond, and Dayton. The Indianapolis-Ft. Wayne service by way of Peru was dropped September 11, 1938. The end of the Indianapolis-Terre Haute run came as of January 11, 1940. After these abandonments the only remaining passenger service in the state was the Indianapolis-Muncie-Ft. Wayne, Muncie-New Castle and Indianapolis-Seymour runs.

The year 1939 showed a net loss of \$47,557 for the operation between Indianapolis and Ft. Wayne, despite drastic reductions in expenses. Service operations with such losses were out of the question. The receiver for Indiana Railroad and the Indiana

Service Corporation lessor of the line between Ft. Wayne and Bluffton, jointly filed a petition in the Marion County Superior Court to abandon the Indianapolis-Muncie-Ft. Wayne and Muncie-New Castle Electric line and substitute bus and truck service. Judge Herbert E. Wilson granted the petition on February 13, 1940. This action was later concurred in by the Public Service Commission of Indiana and the Interstate Commerce Commission.

The last interurban freight run out of Ft. Wayne left the Commerce Drive Terminal at 6:30 P.M. Monday, January 13, 1941. A box motorcar #717 pulled four or five trailers. Charles Van Dine (previously mentioned) was at the controls. He returned at 5:30 A.M. Tuesday, the 14th, with the last freight run into Ft. Wayne which he met between Muncie and Anderson. The following Saturday, January 18, 1941 the last passenger service ran over the Ft. Wayne-Muncie-Indianapolis line. It was the last of this type of service in Ft. Wayne. (For details see last chapter of this story)

In the meantime, busses and trucks had been operating over the Ft. Wayne-Peru-Indianapolis route. Late in 1940 the company purchased 29 new modern, streamlined, passenger busses. As of January 19, 1941 Indiana Railroad was a complete bus operation, making the same number of trips between Ft. Wayne and Indianapolis as did the interurbans.

What becomes of cars when an interurban line is abandoned? They are scrapped, sold, and scattered. Many were converted to homes, summer cottages, diners, hatcheries, and brooder houses. Indiana Railroad sold them for \$75 to \$125 stripped of trucks and motors. Several of the cars were sold to Electric Railways operating outside of the state.

Traction or juice fans can still get aboard and take a short trip on old #55, Bowman Elder's former private car. After Indiana Railroad ceased operation, only two of its modern high-speed cars were saved and used in service elsewhere. Car #65 went to Cedar Rapids and Iowa City line (Crandic line) in Iowa and was renumbered #120. The other car #55 went to the Lehigh Valley Transit Company in Pennsylvania who renumbered her #1030.

After abandonment of Crandic line in 1953, #65 was acquired by the Illinois Electric Railway Museum in North Chicago, Illinois. She was restored to her original condition by Museum

members and now reposes on private property of the Chicago Hardware Foundry Company at North Chicago. This was the first piece of equipment they acquired.

The Lehigh Valley Transit Company operated between Norristown and Allentown, Pennsylvania. Between these cities #55 operated as the "Liberty Bell Limited." Lehigh Valley's last run took place in September 1951. Old #55 was acquired by the Seashore Electric Railway Museum at Kennebunkport, Maine, which is operated by the New England Electric Railway Historical Society, Incorporated. This is the world's largest and oldest Electric Railway Museum. Mr. Theodore Santarelli De Brasch of Boston, Massachusetts, a great-grandson of Oliver P. Morton, Indiana's Civil War Governor, was President of the Seashore Electric Railway Museum. Through his efforts #55 was acquired and preserved.

In the fall of 1942 Indiana Railroad sold their bus interests for \$650,000 to a Detroit and Chicago group who had organized as the Wesson Company. They continued to operate the bus service until acquired by Trailways, Incorporated. The truck division of Indiana Railway was disposed of in 1943 to the Interstate Motor Freight System of Michigan.

FAREWELL

We were spending a quiet evening at home on Saturday, January 18, 1941. While reading the evening paper, we came upon an article stating that the last interurbans would be operated in Fort Wayne that night. The next morning busses would replace them. My son Newton, who was then thirteen years old mentioned that he had never ridden on an interurban car. A phone call to the traction terminal informed us that the last outbound car would leave Fort Wayne for Bluffton at 11:00 P.M. The last inbound car would leave Indianapolis at 9:15 P.M. arriving here at 12:25 P.M. One could take the outbound car to Bluffton and after a short wait return to Fort Wayne on the inbound car.

That did it. Two things could be accomplished. We could

say that we had ridden the last two cars to operate in the city. Newton could say that he had ridden an interurban car, though somewhat belated.

At the traction terminal we found car #58 in readiness with Eli Applegate of Muncie, at the controls. This was a lightweight coach, lounge car built in 1931, by the American Car and Foundry Company. Before boarding the car we obtained a copy of Indiana Railroads Last Electric timetable dated September 29, 1940. On board we found rail fans, juice fans, and former interurban employees. Most everyone was making the trip as an innovation, just as we were doing. The conversation was about interurbans. Many could not understand why such convenient service had to be discontinued. Many did not realize the financial involvements that continually harrassed the Electric Railway Companies. After getting some autographs, including Mr. Applegate's on our timetable, we arrived in Bluffton and left #58.

The car from Indianapolis was 50 minutes late. The weather was cold and there was nothing to do in Bluffton at that late hour. We welcomed the sight of #63 which was a sister car to #58. On board we found Clifford Tobias at the controls. With few exceptions the passengers were just making the last run. We obtained more autographs including those of Mr. Tobias, Harold Webber, Fred Sharp, Jr., Ralph H. Calvert, Ray Carney, and Mr. and Mrs. Keith Dimler. Mr. Dimler was a traction (or juice) fan and our interests were common. On arrival at South Broadway everyone took a turn at blowing the whistle. This continued almost without interruption until our arrival at the terminal on West Main Street. How those pumps were able to take care of the normal braking requirements, as well as the continuous demand for air by the whistle, will remain a mystery.

We pulled into the terminal at 1:20 A.M. The car was not unloaded hastily as in former days. Some lingered to give the car a last look. Some keepsakes were obtained. We agreed with Mr. Dimler that we would try to be the last passengers from the car. We engaged Mr. Tobias in conversation and when all others had stepped off, including Mrs. Dimler and Newton, we stepped off the car with Mr. Dimler. We gave #63 a parting salutation. Her lights were switched off, then the station lights were extinguished.

The darkness of the area was symbolic of the closing of an

epoch. The interurban had fought courageously to hold her place in the transportation field. After thirty-nine years, one month and six days of operation in Fort Wayne she was forced to yield to the advances of progress. A new generation took her place.

"Time goes on you say. Ah no, alas time stays, we go."

(Austin Dobson)

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